

Policy H10: Houses in Multiple Occupation (HMOs)

Overview of Comments:

Support - 6

Neither support of object - 3

Object - 1

The changes to the supporting text and the Local Plan policies have not only been informed by the responses to the Regulation 18 consultation but they have also taken on board any additional feedback that has come out of discussions/meetings with statutory consultees and members in order to improve the clarity and understanding of the contents of the Local Plan.

Comments in support of H10 - Houses in Multiple Occupation (HMOs)		
Respondent number	Comment	Officer comment
BHLF-KSAR-N8BS-C	The policy is supported on the proviso that sufficient family housing is delivered. HMOs are often the by-product of a broken system where there is a lack of housing and pent-up demand generates increased applications to convert family housing to HMOs.	Comments noted. One of the main purposes of policy H10 is to retain family housing in areas where it could otherwise be lost to HMO development. Recommended response: No change

Comments which neither support nor object to H10 - Houses in Multiple Occupation (HMOs)		
Respondent number	Comment	Officer comment
ANON-KSAR-NKXV-R	HMOs vary significantly in their quality and management and are not just for students. They are often the choice for young working professionals and key workers. A good mix of affordable good quality accommodation will encourage young working professionals and help sustain growth, while	Comments noted. The City Council operates a licensing scheme for HMOs but it is also necessary to control the quantum of HMOs in certain areas, particularly near to the Universities,

	<p>providing an affordable option for key workers needed by hospitals, police and schools.</p> <p>The policy needs to ensure that HMOs are well managed, rather than prevented from existing, and the HMO Licensing process should allow for this if there is strong enforcement. Planning policies should not restrict a category of housing that is needed where enforcement of legislation is really the issue. Good quality well-managed HMOs should be encouraged.</p>	<p>where they can change the character of the area or result in imbalances in the housing stock. This needs to be done through planning controls and policy H10 provides the planning policy basis to achieve this.</p> <p>Recommended response: No change</p>
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Comments which object to H10 - Houses in Multiple Occupation (HMOs)		
Respondent number	Comment	Officer comment
BHLF-KSAR-N869-6	<p>Policy H10 is implementable and deliverable but needs more detail to be justified. More detail is needed around the proposed locations for Article 4 Directions and the methodology for assessing and designating areas, as well as the timescale and consultation methods.</p> <p>There should be a joint approach with other stakeholders to ensure HMOs are of a suitable standard, including use of statutory powers, mandatory licensing of larger schemes, and guidance on monitoring noise.</p>	<p>Comments noted. The City Council operates a licensing scheme for HMOs and works with the Universities and providers to ensure high standards. The policy does not specify where Article 4 Directions will be applied as this can be done more quickly, and with appropriate consultation, outside the Local Plan process. This has worked well with the existing Local Plan's HMO policy, where new Article 4 Directions have been introduced (or rejected), as appropriate, without the need to revise the Local Plan.</p> <p>Recommended response: No change</p>

ANON-KSAR-NKQN-9	Need to define “adequate” cycle parking provision, either here or by referring to a separate document.	<p>Comments noted. The explanatory text to policy H10 (paragraph 9.69) notes that <i>‘parking provision for HMOs should accord with local standards, taking into consideration the amount of parking available on and off site, existing parking pressures and the proposed number of bedrooms and expected occupancy.’</i> Provision will, therefore, vary for different developments and it is not realistic to specify the level of cycle parking provision for all developments within policy H10. Policies T1 and T2 deal with transport and parking provision and the Plan should be read as a whole.</p> <p>Recommended response: No change</p>
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	Recommendations	Officer response
Comments from SA	<p>The following recommendations for the policy text are included to help mitigate any negative effects and strengthen any positive effects identified:</p> <p>Policy H10 could be strengthened by requiring that adequate storage is made for recycling and refuse storage and collection.</p>	<p>Although there is reference to the need for adequate recycling provision in the Carbon Neutrality section of the Local Plan, it is accepted this can be a particular issue with HMOs.</p> <p>Recommended response: Amend policy H10 to add an additional criterion (v), as follows: <i><u>...v. Adequate provision is made for recycling and refuse storage / disposal. ...</u></i></p>
Comments from HRA	None.	NA

Policy H10: Houses in Multiple Occupation (HMOs)

Amendments to policy H10

In order to retain a balanced housing stock, the Council will designate Article 4 Directions in order to restrict permitted development rights in relation to the creation of houses in multiple occupation (HMOs). In areas subject to such a Direction, proposals for the conversion of dwellings to houses in multiple occupation will be permitted where the proposal accords with the Development Plan, provided it:

- i. Would not create an over concentration of HMOs, with no more than 20% of all properties in the total designated area being HMOs, or no more than 25% of the properties on any one street in use as HMOs;
- ii. Would not result in a dwelling being bounded by HMOs on both sides, or a continuous line of 3 or more HMOs. Exceptionally, the change of use of an existing dwelling to an HMO may also be permitted where its suitability for continued use is seriously compromised because of existing domination by HMOs;
- iii. Would not be detrimental to the amenities of nearby residents or the overall character and amenity of the surrounding area;
- iv. Provides adequate cycle and vehicle parking to meet the needs of the development taking into consideration the availability and adequacy of on-street parking;
- v. **Makes adequate provision for recycling and refuse storage / disposal.**

'Dwellings' are defined as housing within Use Class C3 and Houses in Multiple Occupation are within Use Class C4 (up to 6 residents) or Sui Generis (over 6 residents).